ASOS PROGRAM MANAGEMENT COMMITTEE

RECORD APMC 01-1

February 13, 2001

1. CONVENED - 9:00 AM

A meeting of the ASOS Program Management Committee (APMC) was convened by Chair Douglas Hess on February 13, 2001, in Room 16246, Silver Spring Metro Center II, National Weather Service Headquarters, Silver Spring, MD.

Members participating:

Chair	-	Douglas Hess
DOC Reps.	-	Jamison Hawkins
DOD Reps.	-	Colonel Nathan Feldman, USAF
DOT Reps.	-	David Whatley
Ex. Sec.	-	Robert Gillespie

Advisors and/or Guests included: R. Ahlberg Jr., B. Beatty, J. Bradley, J. DeDonatis, R. Ericson, J. Facundo, J. Ford, E. Heusinger Jr., J. Humphrey, S. Imbembo, S. Jenne, D. King, T. Kimbrell, L. Kozlosky, J. Kranz, D. Mannarano, J. Miltenberger, C. Schauland, G. Strickler, and A. Wissman.

2. OPENING REMARKS

Mr. Hess recognized: Mr. Tim Ross attending for Department of Commerce representative Mr. Rainer Dombrowsky; Mr. Joel Miltenberger attending for Department of Transportation representative Mr. Ray Weimer, and Mr. Edward Heusinger Jr. and Mr. Timothy Kimbrell from the Space and Naval Warfare Systems Command (SPAWAR) Charleston, SC.

Mr. Hess addressed the ACORRECTED@ meeting minutes for the APMC Meeting of November 23, 2000. Mr. Gillespie identified two changes in the session copy of the minutes marked ACORRECTED@, which were not previously incorporated in the minutes distributed for review on January 26, 2001. The changes incorporated remarks received from the Department of Defense (DOD) on January 29, 2001. There were no objections to the DOD proposed changes, and the minutes were accepted with the DOD changes.

Mr. Hess identified other documents provided to APMC members in their folders including a revised draft of the APMC Charter and the letter sent under Mr. Hess= signature to the Department of the Navy requesting they nominate a member and alternate for APMC participation. When asked, Mr. Heusinger indicated his participation at this meeting was not in response to the letter. He also stated his office would not be responding to the letter; rather, the response would come from the Office of the Oceanographer of the Navy, to whom the letter had been sent.

With regard to DOD involvement Mr. Heusinger stated he represented a portion of the Navy perspective - the Systems Center perspective. The Navy is making improvements to the ASOS which diverge from the ASOS baseline managed by the ASOS PMC. As such, the Navy is in a different position than the other members of this Committee, and needs to determine its role and goals relative to the PMC. One alternative is for the Navy to participate as a member in the room, rather than as a voting board member, to keep abreast of activities in the ASOS program. In reviewing possible courses of actions with the Navy Program Sponsor, preliminary discussions did not include the Navy re-joining the ASOS program. There is a need however, for the Navy to participate at some level in order to make knowledgeable decisions on upgrade and support issues addressed by the PMC. Mr. Humphrey stated the Navy has already expanded their systems to include quite a few additional sensors, and their software baseline has diverged considerably.

Mr. Heusinger stated the Navy System Center Charleston is the appropriate activity to participate at the ASOS Configuration Control Board (CCB) level; and the Navy

ASOS Program Sponsor is the appropriate activity to participate at the PMC level. He is sure Navy representation at the ASOS CCB will be pursued.

Mr. Hess asked whether the Air Force would need a letter from the DOD to represent the Navy at the PMC if the Navy decides not to become a member. Mr. Humphrey indicated a letter from DOD would be required only if the Navy joins the PMC, and it becomes necessary to select either the Air Force or Navy as the DOD lead service. Mr. Ahlberg asked how the lack of Navy participation on the PMC as a voting member will impact the logistics and support agreements when the PMC decides to drop support of an old item (e.g., the old processor board). Mr. Facundo identified this scenario as a prime example of why the Navy should consider joining the ASOS PMC voting membership. Mr. Ahlberg noted this type of situation is likely to create an extra burden on the Navy who would need to spin up their own logistics support of such items.

3. ASOS CCB REPORT

Mr. Ahlberg noted his recently acquired responsibility as ACCB Chair and the associated responsibility of providing the PMC visibility into ACCB activities through the ASOS CCB Report. The APMC members reviewed the information and did not have any immediate comments or issues regarding the scope and content of the report. The three page report was provided to members for the first time at this session. Mr. Hess directed the Secretariat to facilitate future distribution of ASOS CCB Reports to APMC members in advance of the meeting, to allow them time to review the information and coordinate an agency response prior to attending the APMC.

4. NWS PROGRAM STATUS BRIEFING

Mr. Ahlberg provided an overview and status of the Planned Product Improvement (PPI) activities of the NWS ASOS Program. The impact of budget reduction is significant. In 2001, the NWS only received

approximately 3/4ths of its appropriation ($3.8M of the $5.1M requested). This shortfall will impact the planned Dew Point Sensor and Microprocessor Upgrade production schedules. The appreciable FAA cuts will further impact the Dew Point Sensor and Microprocessor Upgrade production schedules.

An NWS 2002 passback request sought to increase funding from the planned level of $5.1M (on which the schedules are based) to $7.5M. The response received directed program funding to remain at the current year level of $3.8M. Consequently, ASOS Product Improvement production schedules will need to be adjusted to accommodate the loss in funding.
Mr. Hawkins emphasized the impact years of budget reductions continue to have on ASOS Product Improvement. The NWS will submit adjustments in the Procurement Acquisition Contract (PAC) accounts during the present budget formulation period. The NOAA Administrator is expected to make his decision in April as to which items will not be supported. The outlook is not optimistic. If the funding is not recovered, ASOS Program planning meetings will take place this summer to review product improvement priorities and reformulate strategies to optimize production in the wake of these budget cuts.

Mr. Ahlberg presented a series of program schedule slides. The information in the slides is based on the current year appropriation of $3.8M, and a projected President:s 2002 budget of $5.1M. Based on the recent information received, the slide data will need to be corrected to address the 2002 reduction to $3.8M.

- All Weather Precipitation Accumulation Gauge (AWPAG). Testing of the AWPAG is continuing this winter at five sites. Results indicate these gauges are not performing to the approved specification. They work very well with liquid precipitation, but in snow, ice, and liquid-solid mixed precipitation, they fail to provide accurate information. An interim report has been generated to bring attention to the possible problems including: wind-induced vibrations generating appreciable noise; and heating mechanism inadequacies allowing precipitation to

stick to the gauge, preventing it from being measured, or allowing the precipitation to evaporate prior to being collected for measurement. A more complete report of gauge performance will be provided at the next PMC.

- Dew Point Sensor Replacement: The pre-production units have been delivered. Two of the ten are in the hands of the contractor to complete extensive environmental chamber testing to be witnessed by the Government. One is in SSMC2 for engineering and maintenance studies, and the remaining seven are at Sterling, VA, undergoing testing. Preliminary results are good, with only minor problems noted, including a software heater diagnostic segment which appears relatively simple to correct. Due to FAA budget cuts, production is stretched from two to four years.

- ACU Processor Upgrade: The program is currently two weeks behind schedule. The delivery of a beta version of the processor is expected on February 13 or 14, 2001. The beta version will have all the functionality of 2.6 with the exception of the synchronous driver (used for the Automated Data Acquisition System) and software for the redundant processor capability. The final product is being designed to enable the use of either one or two processors. The new processor upgrade will include the processor and memory on the same board. The addition of a second processor (board) will provide redundant memory to the system. Operational Test and Evaluation (OT&E) will be conducted this summer, with the deployment decision scheduled for August 2001.

- Ice-Free Wind Sensor. The development of the Ice-Free Wind Sensor is on schedule. Two versions are being developed: the first with a capability to perform in winds up to 125 knots; the second in winds up to 175 knots. Prototype delivery is expected in May-June 2001. OT&E is scheduled for October 2001 to March 2002. Budget cutbacks will preclude production runs until FY2004. This creates

an 18 month gap which could be closed if the AWPAG production is delayed, and the associated production funds are applied to the Ice-Free Wind Sensor. If the gap cannot be closed, it would be necessary to renegotiate the current contract.

- Enhanced Precipitation Identifier. Start and finish dates have not changed. With the impending (FY2002) budget cuts, we may not be able to start production in FY2002.

- Ceilometer Replacement. Reflects essentially the same schedule reported last year. The financial restrictions do have a slight impact - deployment would be delayed five months in the Weather Service and two months in the FAA.

Mr. Humphrey asked if the CT12K laser beam ceilometer is going to be supportable through 2008. Mr. Ahlberg responded Vaisala, the manufacturer, has stated they will provide support through the end of CY2007. With spares on the shelf, the CT12K could be supported for another year beyond 2007, provided deployment of the new ceilometer begins before 2007. Mr. Humphrey stated Vaisala had told the Air Force it could not support the transmitter anymore, and consequently, the Air Force Logistics Center, Ogden, UT, was commencing a Asecond source@ effort using the level 3 drawings. Mr. Ahlberg stated Vaisala indicated they had bought a lifetime supply of laser diodes to enable repairs up through the end of 2007. Mr. Wissman stated the Vaisala maintenance contract was awarded in October 2000. Further discussions concluded Vaisala appears prepared to maintain the ceilometers in the ASOS systems through the end of 2007. Mr. Humphrey acknowledged Air Force utilization of large numbers of ceilometers outside of the ASOS suite. It is presumed Vaisala=s Anon-support@ comment to the Air Force was in response to supporting ceilometer in applications other than ASOS.

Mr Facundo noted in the case of the ceilometer, Vaisala has made it clear they are developing a new

technology, and by the time the Weather Service is ready to deploy the ceilometer currently under development, it will be obsolete. Consequently Vaisala is interested in investing in the newer technology.

Mr. Alhberg identified the processor upgrade as the NWS= priority 3, but also a prerequisite to the integration of the improved sensors. Consequently, for every dew point sensor or AWPAG purchased, Mr. Ahlberg must buy a corresponding processor upgrade for the site. Mr. Facundo asked, given the current outlook for budget reductions and the likelihood for re-prioritizing ASOS product improvement activities, if Mr. Ahlberg would seek to accomplish the processor upgrade ahead of the other activities. Mr. Ahlberg stated he would recommend this approach, but the decision would be in the hands of the NWS Corporate Board. There is however, a need to wait and see if the reduced budget ($3.8M) will materialize in the Presidents Budget, and to receive the results of the AWPAG testing in the April time frame. If the AWPAG is not ready for deployment and requires additional development, AWPAG production funds may need to be repositioned. The response to both of those variables need to be finalized before making a firm recommendation.

Mr. Hess reminded the DOD participants the NWS will no longer be supporting future software loads for the old processor, following deployment of the processor upgrade. The latest (and last) software release for the existing processor is Version 2.6. Mr. Ahlberg stated the Air Force is running software Version 2.6; the Navy, Version 2.4. He also stated there will be plenty of (old) boards for DOD logistics support. Mr. Humphrey indicated the Air Force had submitted an unfunded request to obtain funding for the processor upgrade; when firm committals on money are received, Mr. Ahlberg will be notified.

Mr. Ahlberg stated he is holding $385K of Navy funds left over from production which would almost cover processor upgrades. The funds are Ano year@ money at NOAA which is reimbursable. Mr. Heusinger acknowledged he was aware of

the funds and will check with the Navy Sponsor to determine the disposition of those funds.

5a. FAA ASOS FUNDING STATUS - PRODUCT IMPROVEMENT AND FACILITIES AND EQUIPMENT (F&E) BASE PROJECT

Ms. Schauland, FAA, presented the Product Improvement and F&E Base Project funding information. The FAA has provided $1.1M from F&E Base Project funds to the NWS. Product improvement has taken a cut this year; the FAA is providing as much as possible to the NWS in the sum of $850K. The FAA is requesting these fund be dedicated to the ACU Processor. The balance owed from the Product Improvement budget line is $3.45M. These cuts were the result of the budgetary process and internal reprogramming. FAA anticipates approximately $200K of remaining funding to be transferred to ASOS Product Improvement.

Ms. Schauland stated the FAA Product Improvement priorities are revised as follows: ACU Processor Upgrade at priority 1 (from priority 3), Dew Point Sensor at priority 2, and the Ice-Free Wind Sensor at priority 3. The FAA will send a letter stating their change of FAA ASOS priorities.

Following delivery of the $200K Product Improvement funds to the NWS, there are no plans to restore the remaining funding shortfall in this fiscal year. The projected impact of this shortfall is the delay of the Dew Point Sensor and ACU Processor Upgrade anywhere from 12 to 21 months. Mr Ahlberg added there would be no delay in the Processor implementation if the ASOS Program moved the Processor Upgrade to priority 1, although the Dew Point Sensor production would slip an average of 2 months. Ms. Schauland presented the F&E Future Budget information depicting FAA shortfalls in FY01 through FY05, with a cumulative shortfall reported in FY07 of $7.3M. She stated the FAA is just starting the Budget Management Notice process for restoration of funds in FY02.

Mr. Hess noted the shortfall not only stretches out the production/implementation schedule, but also creates the

large gap in the contract production schedule which is likely to result in increased costs.

Mr. Humphrey stated he would like to receive schedule information identifying the production gap for the Ice-Free Wind Sensor. With this information the Air Force will submit DOD funding requests which, if approved, will synchronize DOD Product Improvement payments to coincide with the gap in the production schedule, and could be applied to prevent the loss of the existing contract. Col. Feldman stated in March 2001, he will begin assembling the 2004 to 2009 Program Objective Memorandum (POM). Accurate estimates are needed on the threshold and objective costs, as well as the acquisition execution schedule. All costs identified need to be tied to satisfying the core system requirements. The threshold cost should reflect the absolute minimum expenditures required to achieve the specified capability. Mr. Humphrey added it is necessary to identify the date the sensors will no longer be supported. This will help to justify the phasing of funds to ensure systems are upgraded before the old equipment loses its logistics support. The need to keep Air Force systems consistent with the approved baseline provides a basis for establishing solid funding requirements. To develop these funding requirements, the Air Force needs to know when the contract period will be open and the end-of-production dates.

APMC01-1.1: Mr. Ahlberg, NWS, will provide Col. Feldman with updated Ice Free Wind Sensor acquisition schedules and contract dates to support the preparation of funding requests and the 2004-2009 POM.
STATUS: **NEW 2/13/01**

Mr. Whatley stated the ACU Processor Upgrade, the Dew Point Sensor, and the Ice-Free Wind Sensor are the FAA core requirements, with the Processor Upgrade firmly seated as the number 1 priority. Mr. Heusinger noted if the Navy should decide to participate in the PMC prioritization of ASOS Product Improvement efforts, the Navy=s top priority would likely be the processor upgrade as well. Mr. Ahlberg added if the NWS also moves the Processor Upgrade to priority 1, the procurement and

implementation process would be cleaner and less encumbered by having eliminated the need to upgrade the processor at every site prior to installing the improved sensors. Also, a number of system enhancements approved by the ASOS CCB for implementation in future software releases - load 2.8 and beyond - have not run successfully on the old processor, and are on hold awaiting the implementation of the Processor Upgrade.

In response to Mr. Hess asking if the NWS was prepared to brief the NWS Corporate board on the ASOS program=s position for reprioritization, Mr. Ahlberg replied he was not ready at this time. Mr Hawkins suggested the corporate board could be briefed on the FAA=s change in priorities.

5b. FAA ASOS FUNDING STATUS - OPERATIONS AND MAINTENANCE BUDGET

Mr. Miltenberger presented the FAA Operations and Maintenance Budget for FY01 through FY06. He noted the potential for significant cost savings following the implementation of the improved sensors, citing the problematic Dew Point Sensor as an example where substantial savings in maintenance costs could be made. When asked by Mr. Hess if this profile was adequate to cover the FAAs portion of O&M costs, Mr. Wissman stated O&M was funded both from these O&M figures and portions of funding presented by Ms. Schauland. He did not know if the sum of the figures was adequate but would find out.

APMC01-1.2: Mr. Wissman, NWS, will review the total FAA O&M funding and determine whether their current level of funding is adequate to cover their portion of the projected ASOS O&M costs.
STATUS: **NEW 2/13/01**

Mr. Ahlberg stated this profile may look good under the current premise of replacing items which are not reliable or maintainable, however, if an older sensor begins to degrade and requires more maintenance, a significant increase in funding could be required. Mr. Miltenberger stated the FY03 through FY06 budget estimates are based

on applying a 3.8% annual inflation rate to the FY02 budget figure for each consecutive year, and reemphasized this funding outlook is a best case scenario. The FAA maintenance budget was cut 13.5%. The FAA was able to avoid ASOS Maintenance reductions by internally reprogramming funds, and in doing so will uphold the agreements in FAA/NWS Maintenance Memorandum of Understanding. When asked if the O&M costs included communications costs, Mr. Miltenberger indicated they were not in the O&M figures and were maintained in another FAA budget profile.

6. IMPLEMENTATION OF THE FREEZING DRIZZLE ALGORITHM

Mr. Whatley stated he had not been able to get a response from the Fight Standards Group who are the decision makers for this item. He requested this decision be postponed until the next PMC. While Mr. Whatley=s organization recommends implementation of the algorithm, no action can be taken without agreement by Flight Standards. If a position is received from Fight Standards prior to the next PMC, Mr. Whatley will communicate it to Mr. Hess in a letter. Mr. Facundo suggested the algorithm could take up to four years to implement, depending on the outcome of the Processor Upgrade schedule. When asked about the software schedule to implement the algorithm, Mr. Ahlberg indicated the Freezing Drizzle Algorithm, when approved, would be included in software release 3.0, which is planned for release in approximately 18 months. It would not be included in 2.8 unless the PMC prioritized this effort Aurgent@ or Aemergency.@ Mr. Whatley indicated it is not an urgent priority.

Mr. Ahlberg explained this particular agenda item is relevant to the current ASOS sensor group. In practice, the Afreezing drizzle@ will be inferred from the following sensor information: Freezing Rain Sensor detects something but the Light Emitting Diode Weather Identifier (LEDWI) doesn=t, its overcast, and the temperature is in the right range. Under these circumstances Afreezing drizzle@ can be reported with 93-95% confidence. Under certain circumstances, the condition could actually be

hoarfrost or something else; but whatever it is, it will be icy and slick, and significant to aviation. The current LEDWI does not report drizzle because of an issue with the instrument=s sensitivity (signal to noise ratio). If the sensitivity is increased to report drizzle, the false alarm rate is increased as well.

Further downstream the planned Enhanced Precipitation Identifier will report the presence of drizzle. This information, in combination with the ice sensor reporting icing, will automatically generate a freezing drizzle report.

7. ASOS OPERATIONS

Mr. Wissman presented the status of ASOS monthly operations and maintenance for the three month period of October, November, and December 2000. System availability for All Airport Observations; NWS Regional; ASOS Airport Service Level A, B, and C; and Non-Augmented Airports Observation was presented using the NWS definition of availability.

Of note on the Alaskan Region Observation Availability chart, the altimeter availability did not meet the specification requirements. This is the result of two unusual situations occurring at the Portage Glacier, AK, site. The first was pulsed pressure readings at the sensor created by the unusual dynamics of high winds over the local terrain, which drove the algorithm to generate a Amissing@ output. This was resolved by relocating the unit to an open field. The second situation was a heavy ice storm which clogged the pressure vents with ice. This was resolved by incorporating a rain shield into the design.

Mr. Wissman briefed the following statistics:

- Mean Time Between Failure, by sensor
- Mean Time Sensor Recovery, by sensor
- Monthly Average Number of Trouble Tickets Per Site, recorded over the past 13 months
- Trouble Ticket Summary, December 2000

- **S** ASOS Maintenance Restoration, three month period, as a percent of the requirements met by NWS region
- **S** Maintenance Restoration Times Not Met, three month period, by month and NWS region
- **S** Data Availability, Percentage of Missed Observations By Agency, thirteen month period
- **S** Non-Augmented Sites, Observations (METAR) Not Available, three month period, as a percentage by month and NWS region
- **S** Service Level A, B, and C Sites, Observations (METAR) Not Available, three month period, as a percentage by month and NWS region

Mr Wissman noted the ASOS Mean Time Between Failure (MTBF) specification requirement of 2090 hours is not being met; the actual ASOS MTBF stands at approximately 250 hours. The worst offender within the system is the Temperature/Dew Point sensor. Mr. Ahlberg pointed out the improved replacement Dew Point Sensor has an MTBF of 10,000 hours. In response to a question regarding MTBF of the processor board, Mr. Wissman indicated its MTBF is tracked in a separate set of data, but fairs much better than any one of the individual sensors presented on the sensor slide.

On the Mean Time Sensor Recovery (MTSR) slide, Mr. Wissman noted, while all sensors were restored within the required 24-hour period, the Alaskan Region System bar spikes just below the required recovery time line. This is driven by the Alaska Region turning off their Tipping Buckets for a 3 to 4 months period during the winter season. Consequently, the computed total time to restore the tipping buckets presents an exaggerated display.

On the maintenance side, the ASOS Trouble Ticket Summary reflects approximately 5200 trouble tickets (on average, 6.67 trouble tickets per site) were generated in December 2000. Of these, the worst offender is the Temperature Dewpoint Sensor with approximately 27% of the 5200 trouble tickets. ASOS system improvements are also to be noted. The ACU System category, which includes incidents of system reboots, has dropped from 400-500 occurrences to 231 occurrences following the installation of Firmware

Version 1.82, reflecting more than a 50% reduction of system restart occurrences.

The ASOS Maintenance Restoration goal of 95% was met by all except the Pacific Region. This is associated with Naval Air Station Barbers Point, HI, site which, for the most part, has been turned over to the local municipality. There remains some property still under the control of the Navy serviced with both power and communications capabilities. As alterations are being made at the site, there have been sporadic losses of power and communication services, adversely impacting ASOS equipment. A power induced problem caused a failure of the wind system. It subsequently took 229 hours to accomplish the repair, far exceeding the prescribed restoration time.

8. APMC CHARTER

Mr Hess lead the discussion on the proposed re-write of the APMC Charter utilizing the issues identified on the last page of the Charter handout.

Note 1: The APMC members agreed to leave the SPAWAR entry in the draft charter, pending the Navy=s response to the APMC Chair=s letter of January 29, 2001.

Note 2: The APMC members agreed to raise unresolved issues to a higher level of authority within each of the participating agencies. The respective agencies provided the following input as to whom the higher level authority will be: NWS - Director of the National Weather Service; USAF - Director of Weather, Headquarters, USAF; USN - Assistant Federal Coordinator for USN/USMC Meteorological Affairs, CNO-N096, Office of the Oceanographer of the Navy (tentative); FAA - Director of Air Traffic Service, FAA.

Note 3: All PMC Members agreed to change the title in the membership from ASOS CCB Chair to ASOS Product Improvement Manager.

Note 4: All PMC Members agreed to include the $1M threshold at which all RCs will be referred to the PMC for decision.

Note 5: The PMC Members disagreed with the conditions as stated and agreed to substitute the following: AThe PMC presents information to the Agency Executive Levels for a decision based on the unanimous consent of the PMC members.@

Note 6: PMC members agreed to include an example of the Executive-level Decision Paper format in an Appendix to the Charter. The Air Force will provide a draft of their inter-service staff coordination paper for consideration by the PMC.

APMC01-1.3: Col. Feldman, USAF, will provide an Air Force decision and staffing paper format to the Secretariat for consideration as the APMC=s prescribed format for the Executive-level Decision Paper.

STATUS: **NEW 2/13/01**

Note 7: The PMC members disagreed with the use of unanimous vote, and agreed on incorporating consensus on all decisions (except raising issues to the Agency Executive Level - see Note 5). This will allow members to abstain from voting, and reduce the number of issues raised to the Agency Executive Level.

Note 8: PMC members disagreed with interpreting the language in this section as the authority to establish the CCB. The PMC Secretariat pointed out recent revisions to the text in this paragraph did away with the interpretation stated in the note, so the note no longer applies. The issue to be addressed in its place, however, is ›where does the CCB derive its authority from?= The PMC members agreed the ASOS CCB, as a subsidiary board of the PMC, should have its charter signed off by the PMC members. The words directing the establishment of the ASOS CCB will appear in the ASOS CCB charter. Mr. Ahlberg suggested this be extended to the Software Working Group charter as well.

APMC01-1.4: The Sectretariat will notify the Chair and Secretariat of the ASOS CCB and ASOS Software Working Group of this development and request the Charters for each be (re)written for review and approval by the ASOS PMC.
STATUS: **NEW 2/13/01**

Notes 9: PMC Members agreed each of the individual primary
10 & 11 voting members will be listed on the signature sheet of the PMC Charter. (This extends to the CCB and Software Working Group Charters as well.)

Mr Facundo suggested the Charter include a reference to the ASOS Software Working Group by listing it along with the ASOS CCB in paragraph D, subparagraph AChair@, last sentence. The PMC members agreed.

The secretariat will incorporate the changes agreed to by the PMC members, into a revision of the draft charter for review and discussion at the next ASOS PMC.

APMC01-1.5: Mr. Miltenberger, FAA, will provide to the Secretariat the names and information of the AOP staff to be assigned as the Primary and Alternate ASOS PMC members (currently listed as Ray Weimer and TBD).
STATUS: **NEW 2/13/01**

10. OLD BUSINESS

APMC00-3.1 [AMENDED 11/21/00]: Freezing Drizzle Requirement in Software Version 3.0. The FAA will provide a presentation on Freezing Drizzle requirements in ASOS software version 3.0 at the next APMC. AMENDMENT 11/21/00: The FAA is to make a definitive statement in their presentation identifying whether or not the FAA requires the reporting of freezing drizzle for present weather.
STATUS: **NEW 7/25/00; AMENDED 11/21/00**
11/21/00: FAA coordination with the Flight standards Group is not complete. Presentation postponed to the next PMC.

2/13/01: FAA coordination with the Flight standards Group is not complete. Presentation postponed to the next PMC.

APMC00-4.1: Agency representatives are to provide the APMC Secretariat with a list of all personnel authorized to physically attend future APMC meetings, not later than two weeks prior to the announced meeting date.
STATUS: **NEW 11/21/00; CLOSED 2/13/01**

APMC00-4.2 Mr. Wissman, NWS, will provide the compliment of FAA SMO availability statistics to Mr. Miltenberger, FAA, with a copy forwarded to Mr. Dave Whatley and Mr. Ray Weimer, FAA.
STATUS: **NEW 11/21/00; CLOSED 1/31/01**
1/31/01: Information forwarded by Mr. Wissman via electronic mail.

APMC00-4.3 APMC members will review the APMC membership list and provide to the Secretariat any missing information or corrections. The revised list will be included with the next revision of the Draft APMC Charter.
STATUS: **NEW 11/21/00**
2/13/01: Awaiting membership information from the Navy and FAA. See Items APMC00-4.5 and 4.6, and APMC01-1.3.

APMC00-4.4 Mr. Rainer Dombrowsky, NWS, will elevate concerns and dialog within the OFCM to request they more actively engage in the control and management of the Federal automated surface weather observation standards. Mr. Dombrowsky will provide an update at the next PMC.
STATUS: **NEW 11/21/00**; **CLOSED 2/13/01**
2/13/01: Mr. Dombrowsky met with Mr. Samuel Williamson and Mr. Blaine Tsugawa, Office of the Federal Coordinator for Meteorology, on the subject. It was agreed the Automated Observing Systems (AOS) Working Group would be the agent of the OFCM to manage the AOS standards. This will require more frequent meetings of the AOS Working Group beginning in March of this year. The proposal is to meet at least every other month for two days. The working group will modify its charter to reflect this change.

APMC00-4.5: The NWS will revise the APMC Charter to make it consistent with the NEXRAD PMC Charter and incorporate DOD=s recommendation to define or bound the scope of APMC oversight. The revised charter will be distributed for review prior to the next APMC meeting.
STATUS: **NEW 11/21/00**
2/13/01: APMC completed its review of the DRAFT charter. Comments noted during the course of the PMC will be incorporated into the Charter, and the Charter will be redistributed to members for subsequent review. Awaiting membership information from the Navy and FAA.

APMC00-4.6 The NWS will generate a letter for the APMC Chair=s signature addressed to the Navy representative at OFCM with a copy to Ms. Johnson and Mr. Berkowitz, inquiring into the intent of the Navy to participate in both the ASOS program and the APMC.
STATUS: **NEW 11/21/00**
1/29/01: Letter was sent January 29, 2001. Awaiting response from Mr. Estabrooks, Assistant Federal Coordinator for USN/USMC Meteorological Affairs, CNO-N096 (N963C).

12. NEXT MEETING.

The next APMC meeting is scheduled for May, 8, 2001, from 9:00 to 1:00, in Room 16246, Silver Spring Metro Center II, National Weather Service Headquarters, Silver Spring, MD.

11. EXECUTIVE SESSION

The APMC members determined an Executive Session would not be necessary following the APMC meeting.

12. ADJOURNED: 12:19 PM